(b) Proposal for setting up of New Railway Division at Rangiya was sanctioned in 1996-97. Rs. 1.16 crore were sanctioned for development of land of DRM building and consultancy work, which has been completed now. State Government is yet to hand over 40 acres of land for this Division. During 2002-2003 an outlay of Rs. 1.0 crore has been kept for it. Jurisdiction of the proposed division has also been finalized. An officer on Special Duty has also been posted and Temporary office set up. Allocation made during the last five years is as under:—

1997-98	1998-99	1999-2000	2000-01	2001-02
1.25	0.10	1.3[illegible]	0.30	0.10

Revenue collections by the railways

2897. SHRI RUMANDLA RAMACHANDRAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railways had a shortfall in their overall revenue during the year 2001-2002, compared to the revised budget estimates;

(b) if so, what are the main reasons for slowdown of revenue collections; and

(c) what steps the Railways are considering to take to improve revenue collections during 2002-2003?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) and (b) The final financial results for 2001-02 are still under compilation. The

approximate results in this regard will be available by end of April, 2002. However, the results to end of February, 2002 show marginal shortfall of Rs. 2.73 crore in railway earnings from the proportionate target (based on the Revised Estimates) of Rs. 33851.85 crore. The main reason for this shortfall is lesser earnings being registered under the passenger traffic by Rs. 147.03 crore and sundry earnings by Rs. 21.46 crore which is getting partially set off by higher earnings under freight traffic by Rs. 141.52 crore and other coaching earnings by Rs. 24.24 crore respectively.

(c) Some important steps to improve revenue collection during 2002-03 includes the following:—

1. Marketing efforts, including freight concessions, to capture additional freight traffic. Greater powers have been delegated to GMs of Zonal Railways to quote station to station rates and the volume discount scheme has been extended. Other measures like extending rake load rates to mini rakes as also introduction of multi-point rakes have been taken to increase freight traffic.

2. Setting up of private terminals, facilitating warehousing at existing Railway terminals with private participation, etc.

3. Drive against ticket-less travel.

4. Steps to improve earnings from parcel traffic.

5. Drive for realisation of outstanding dues.

6. Action initiated to mobilise resources through exploitation of Railway land and air space, leasing of advertising rights at railway stations and on the rolling stock etc.